

FIG. 1

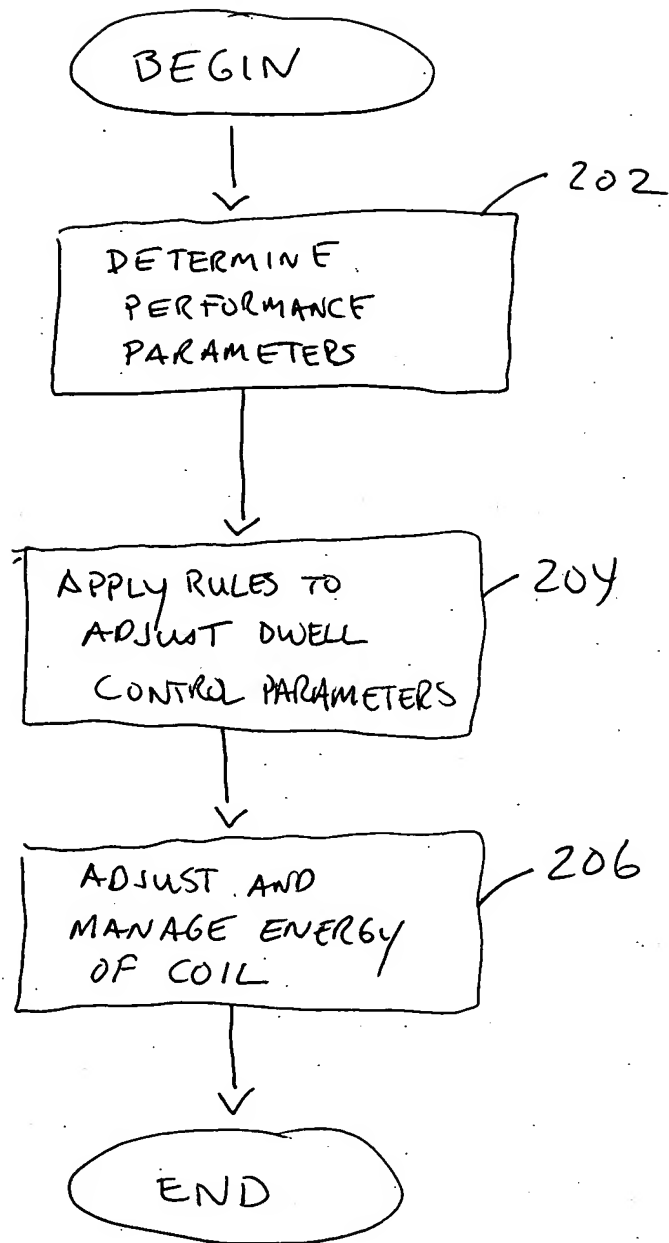


FIG. 2

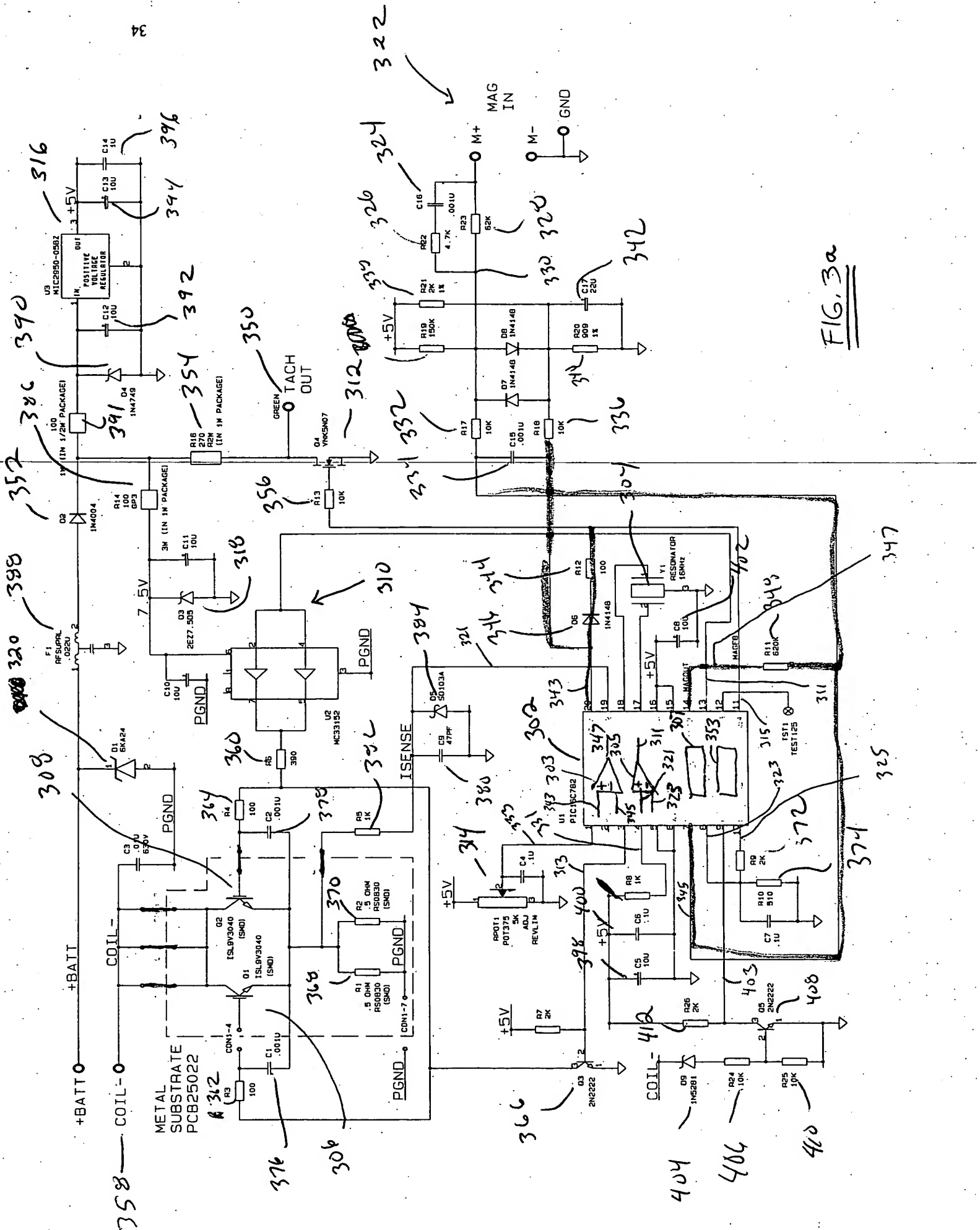


FIG. 3a

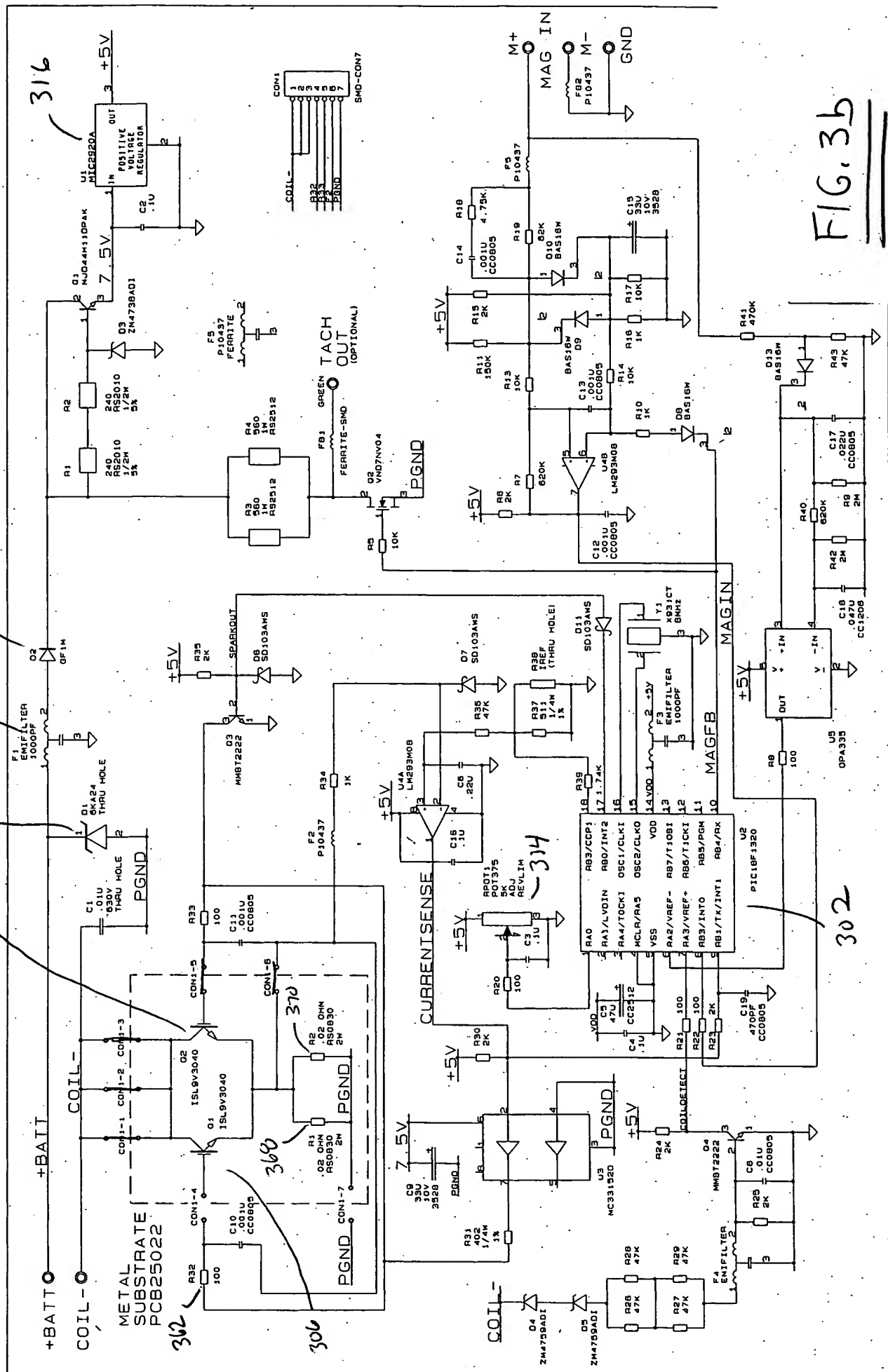


FIG. 3b

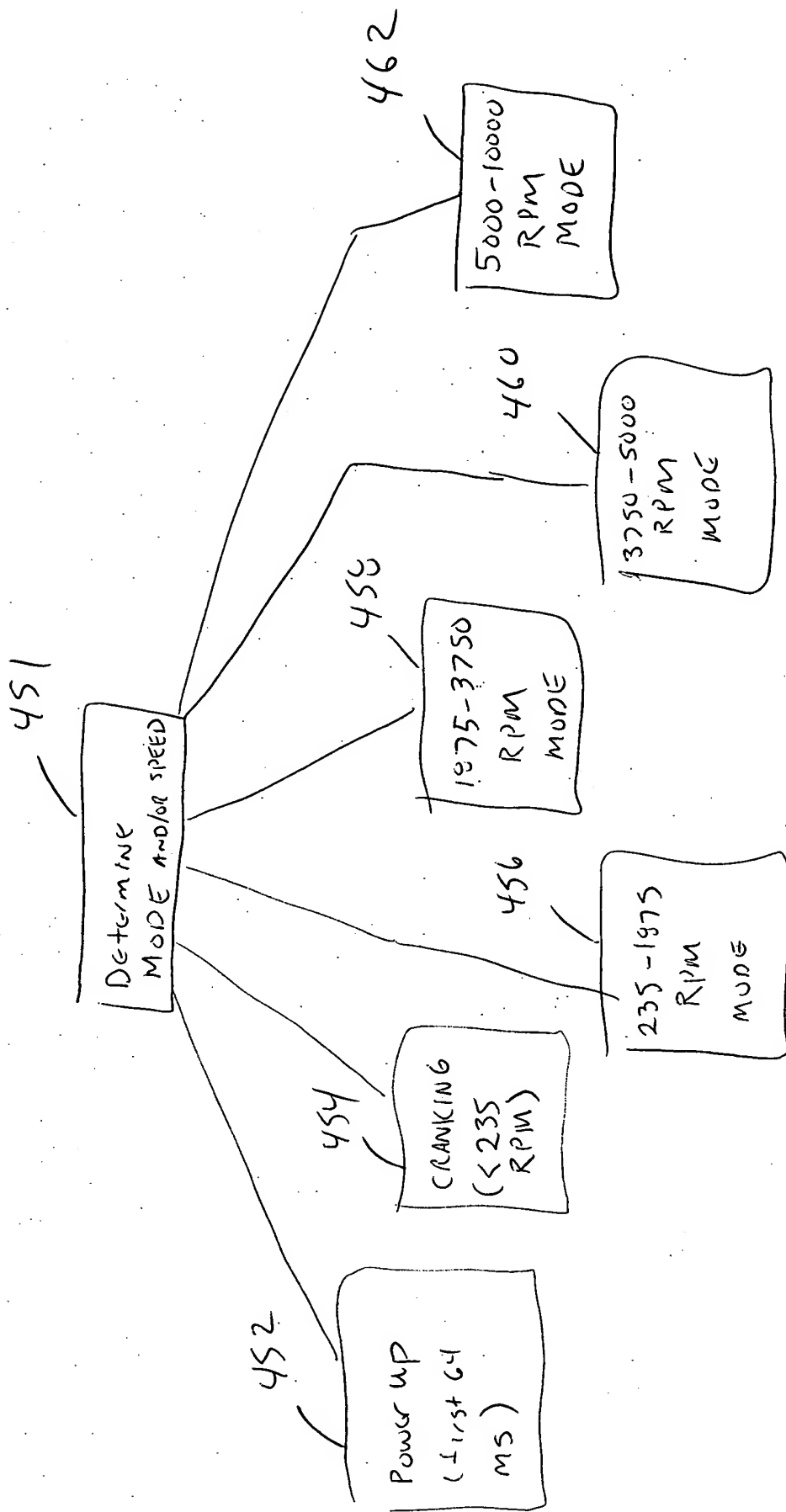
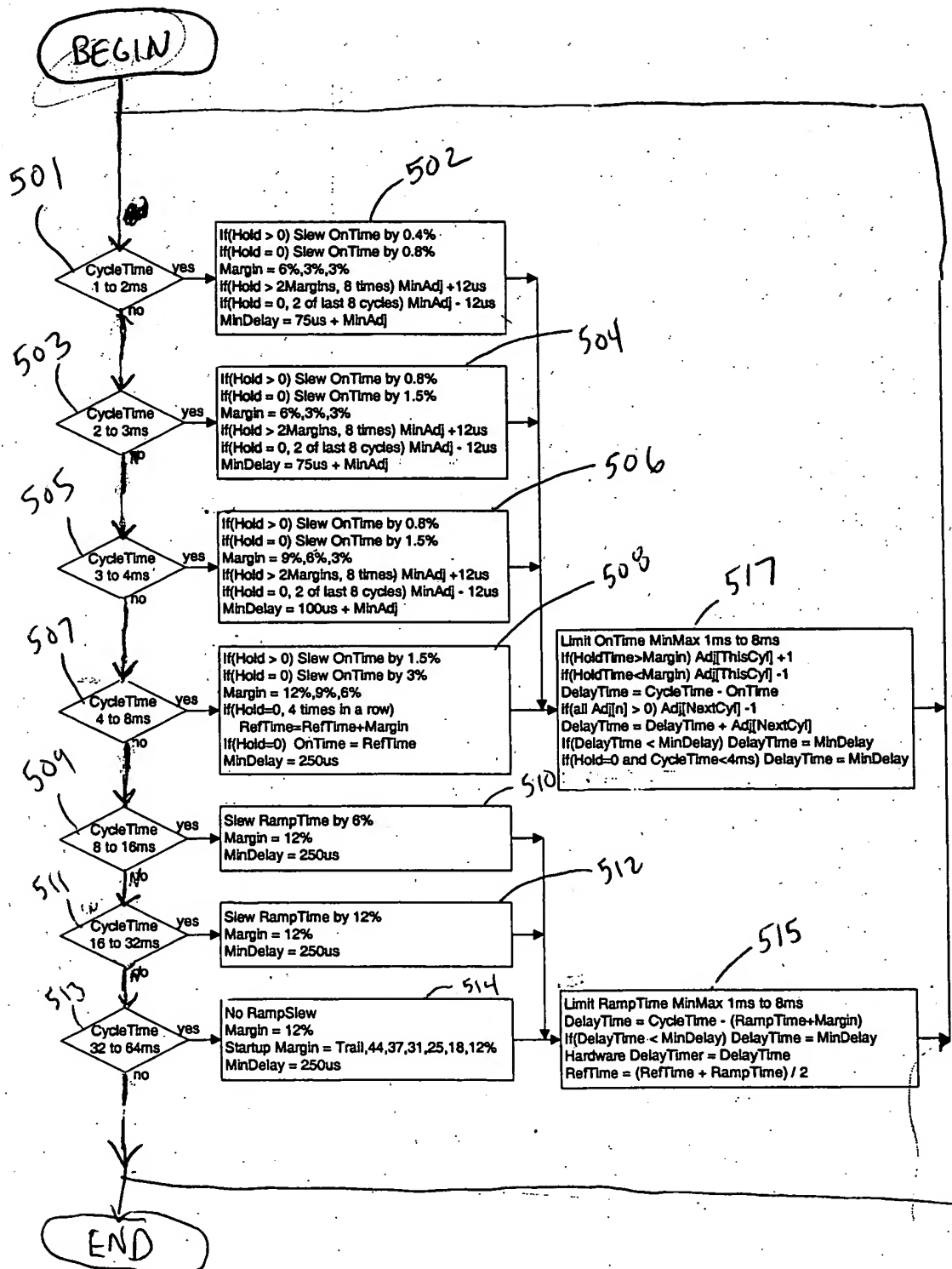


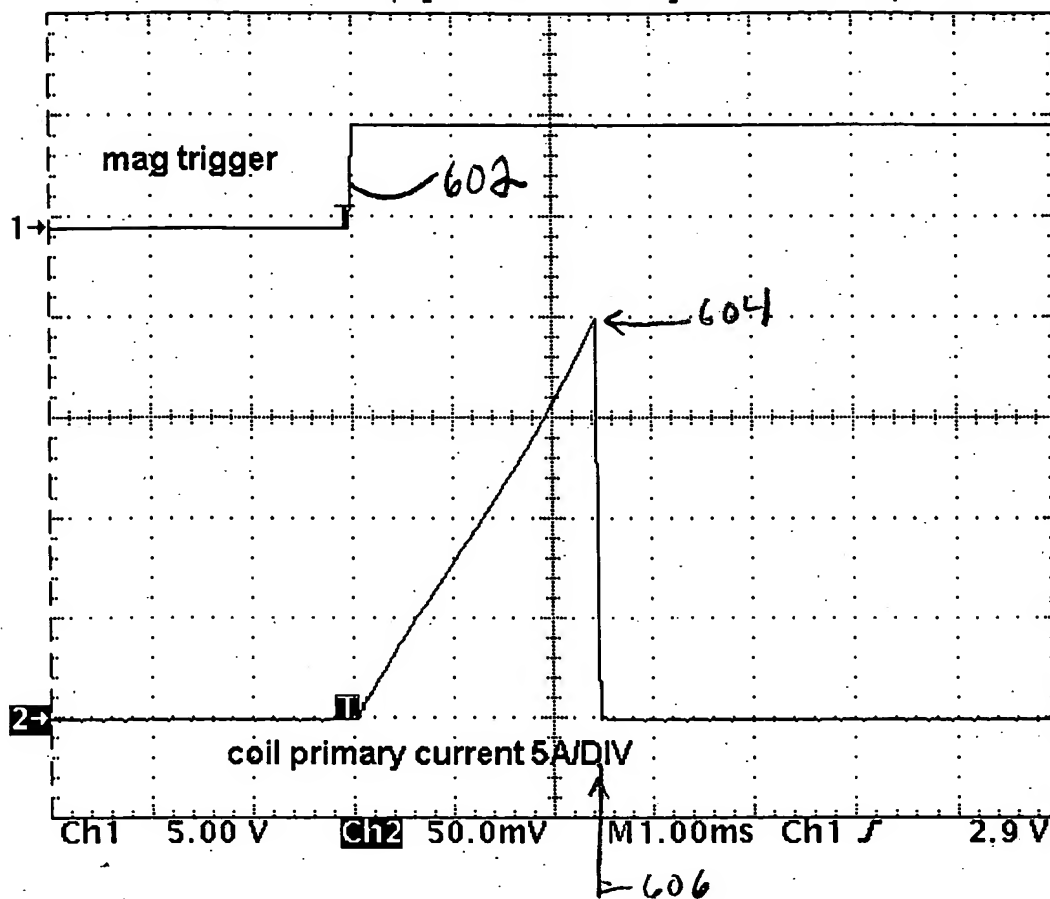
FIG. 4

FIG. 5



Tek Stop: 50.0kS/s

62 Acqs



$\Delta$ : 0 s  
@: -4.20ms

C1 +Duty  
 $\infty$  %  
Wfm does not  
cross ref  
155 RPM  
MSD MICRO  
19A HEI  
1.3mH coil  
full current  
leading edge  
spark at  
cranking  
speed below  
235 RPM

FIG. 6

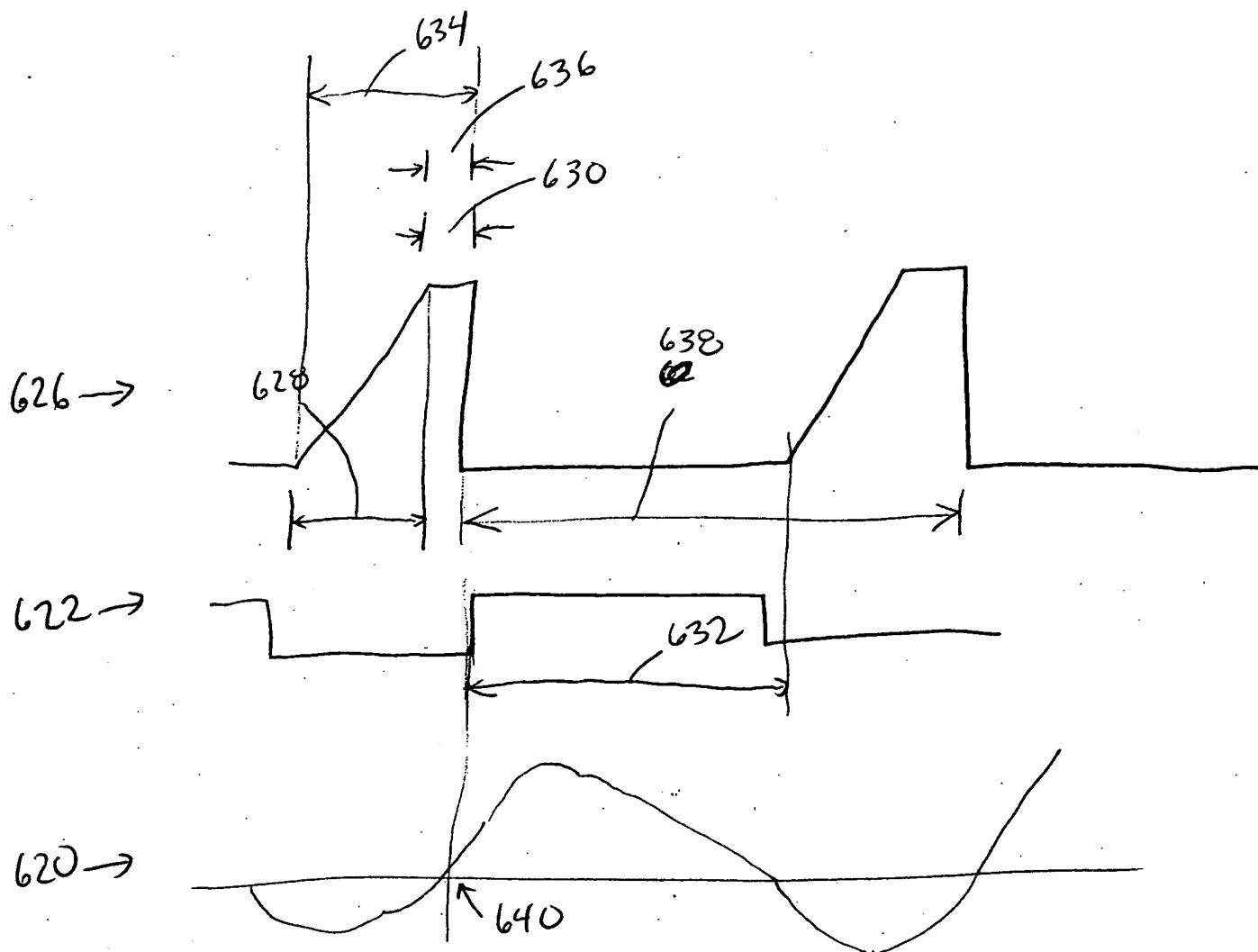


FIG. 7



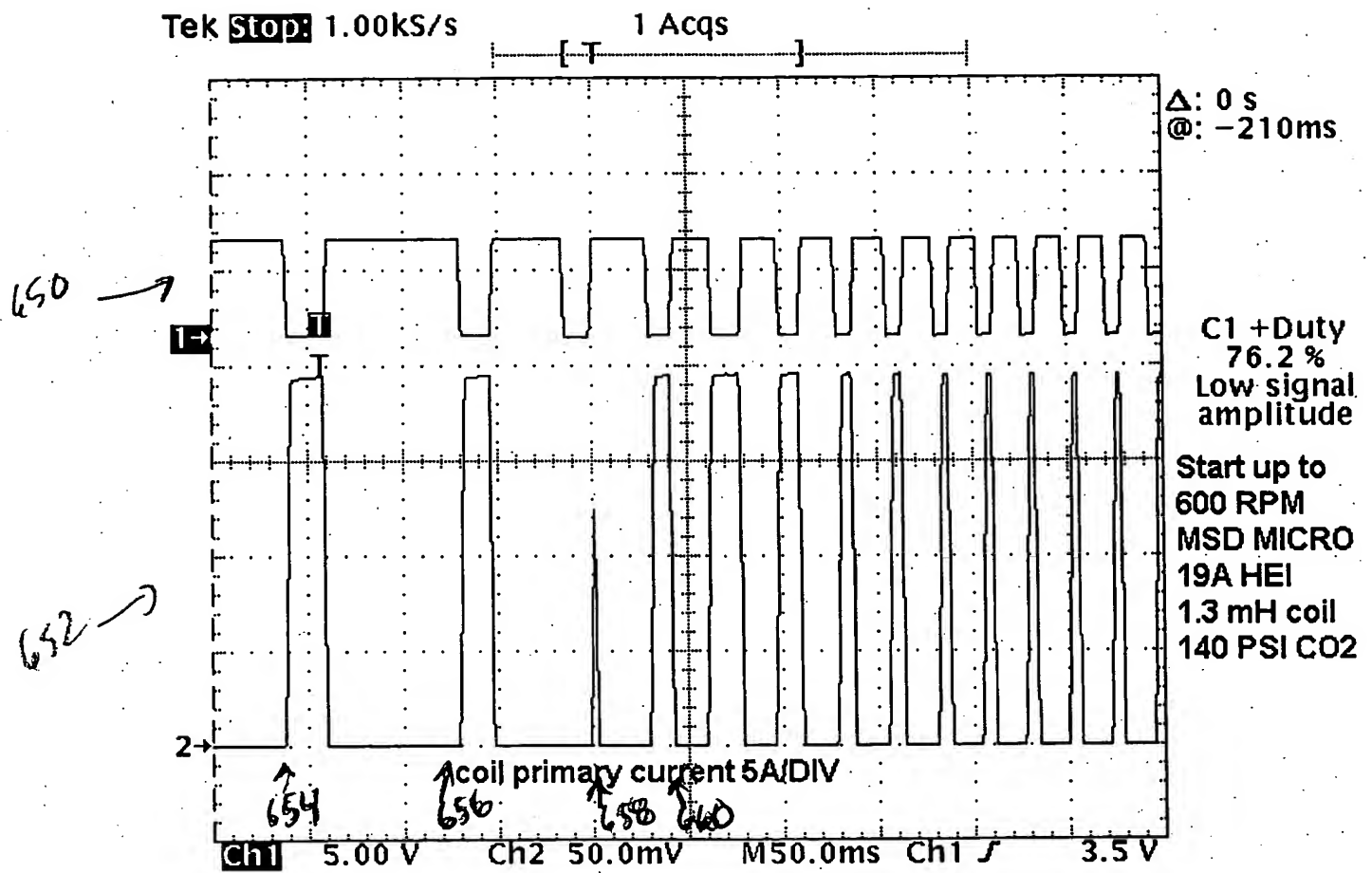
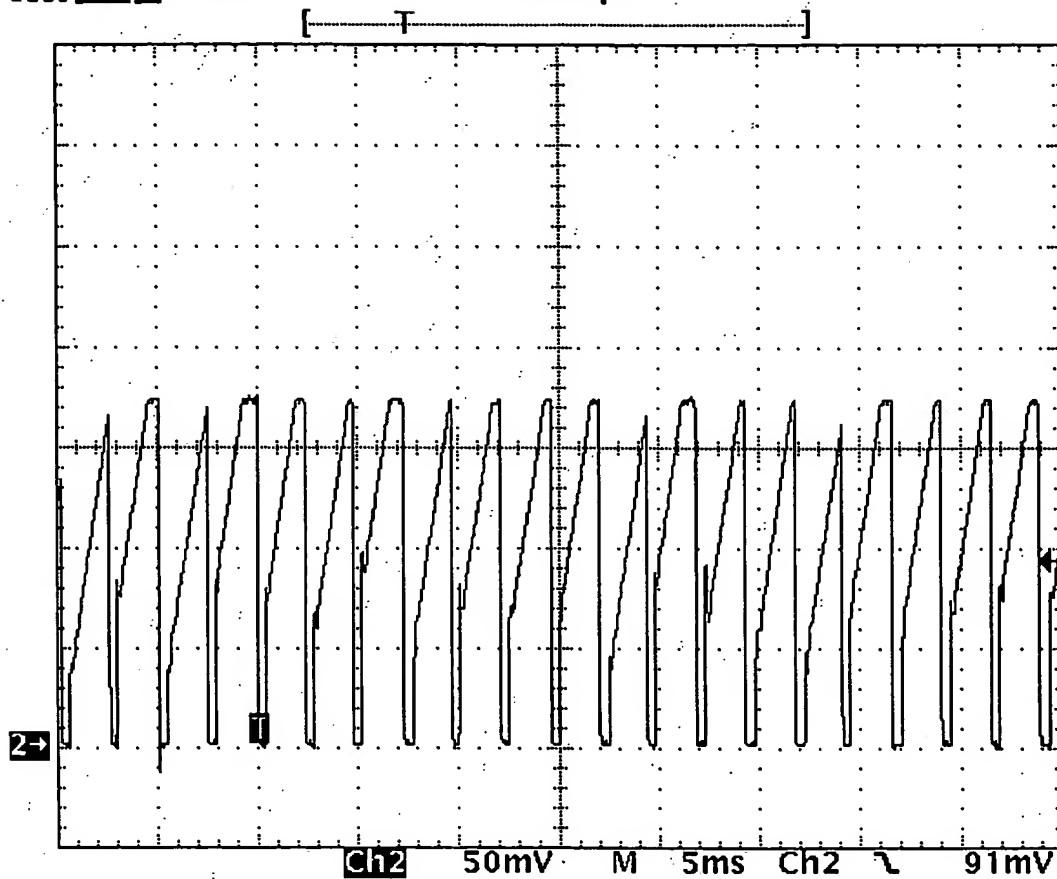


FIG. 8

Tek Stop 20kS/s

8 Acqs



MSD MICRO  
19A HEI  
@18A  
primary  
1.3mH coil  
dyno engine  
under load

FIG.9

Tek Stop: 50.0kS/s

22 Acqs

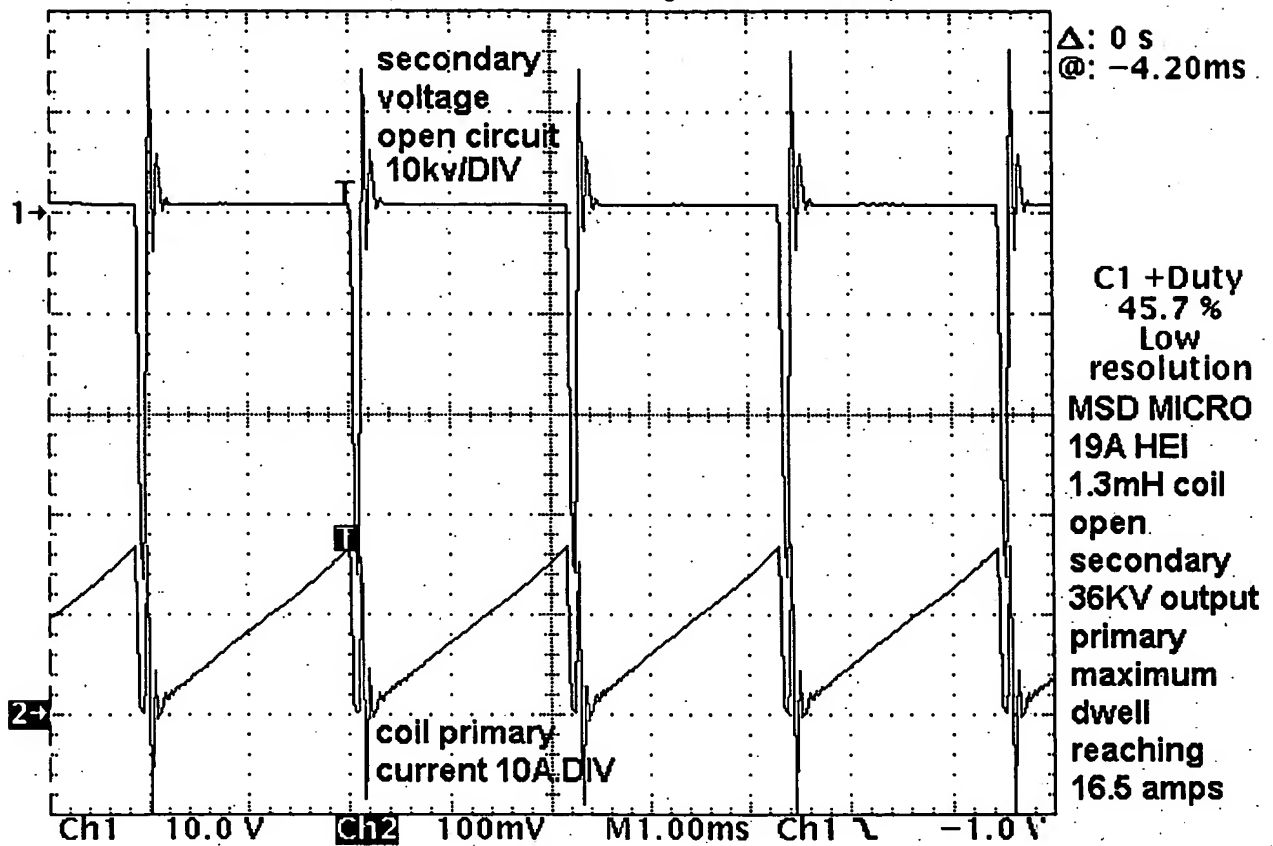


FIG.10

Tek **Stop:** 100kS/s

12 Acqs

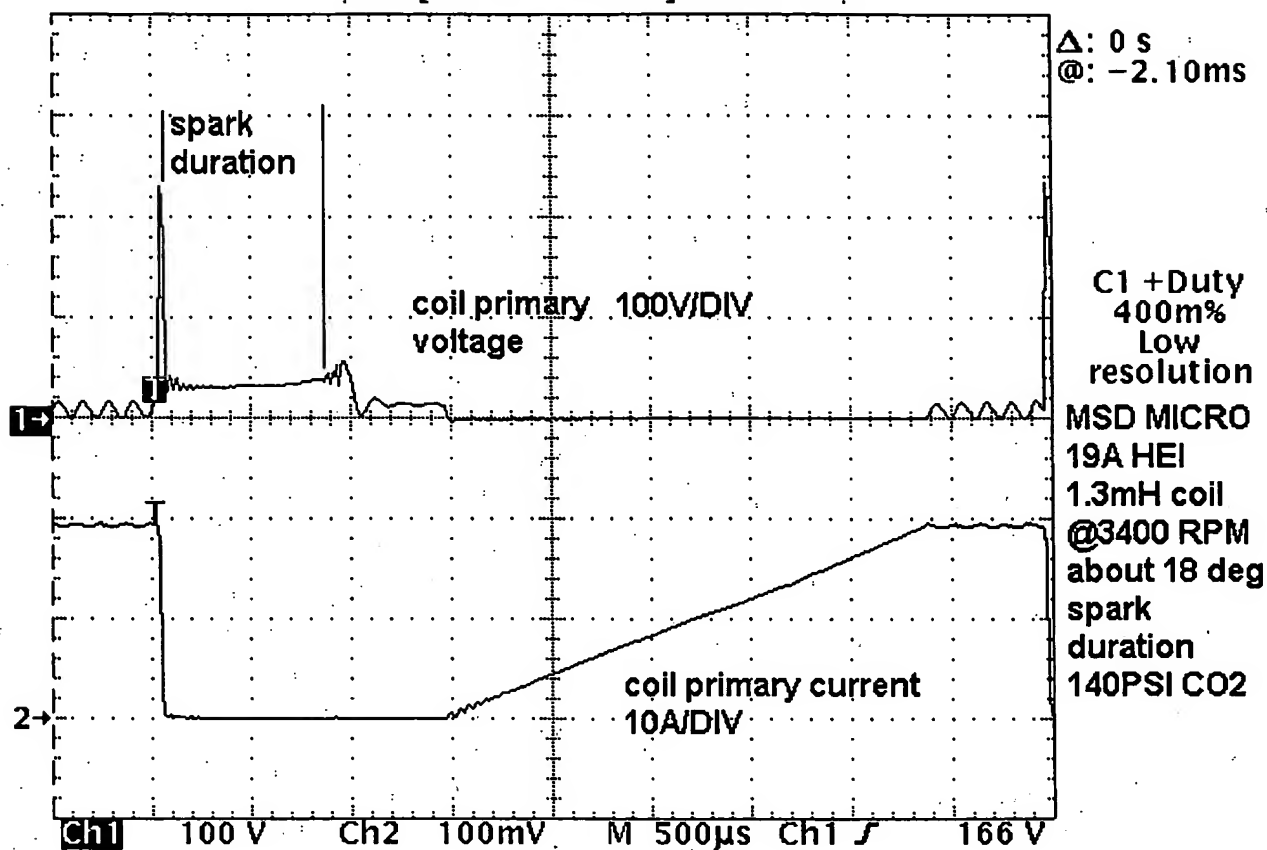


FIG. 11

Tek **Stop:** 10.0kS/s

9 Acqs

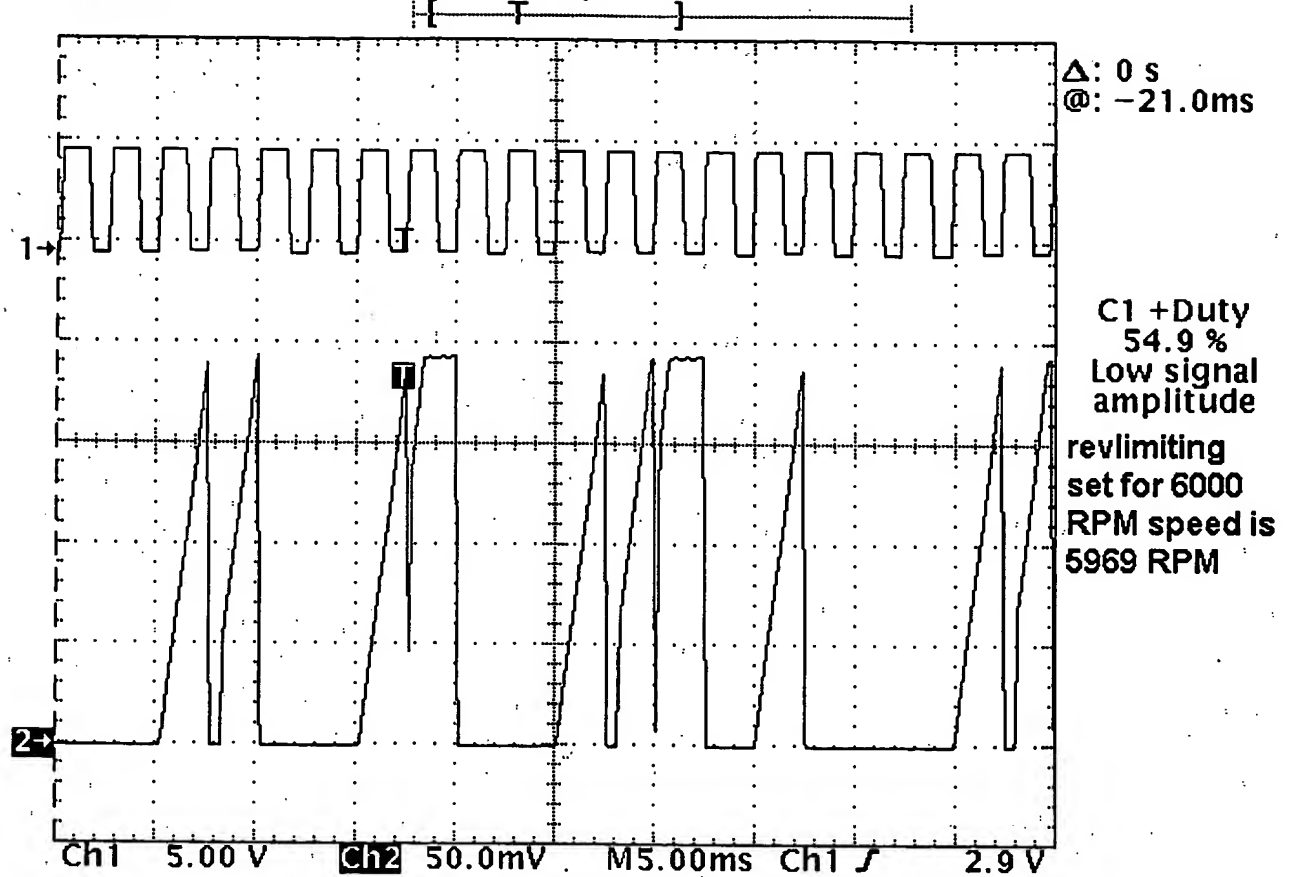


FIG.12

Tek **Stop:** 10.0kS/s

185 Acqs

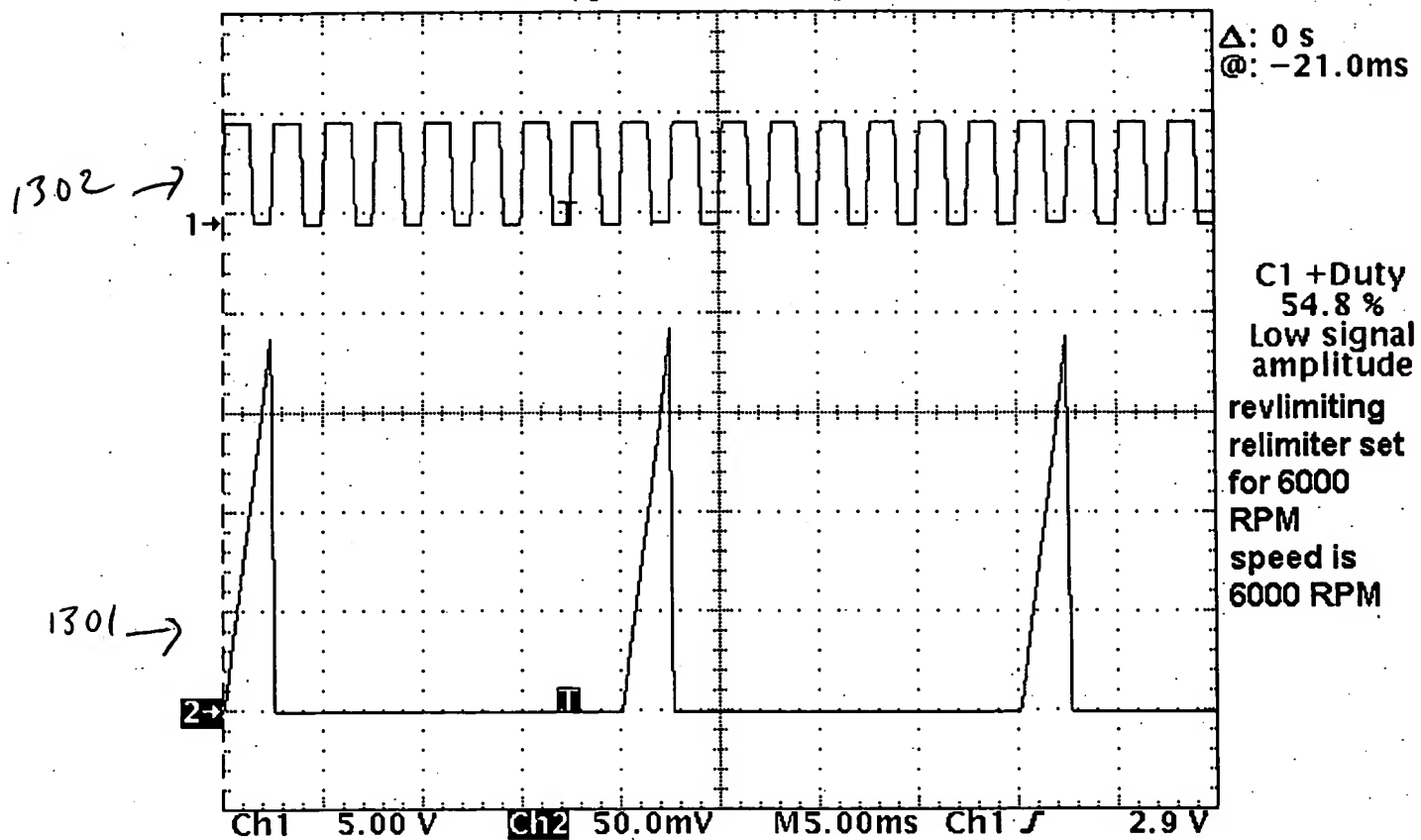


FIG. 13

#### 4 Acqs



Tek **Stop** 1.00kS/s

3 Acqs

$\Delta$ : 0 s  
@: -210ms

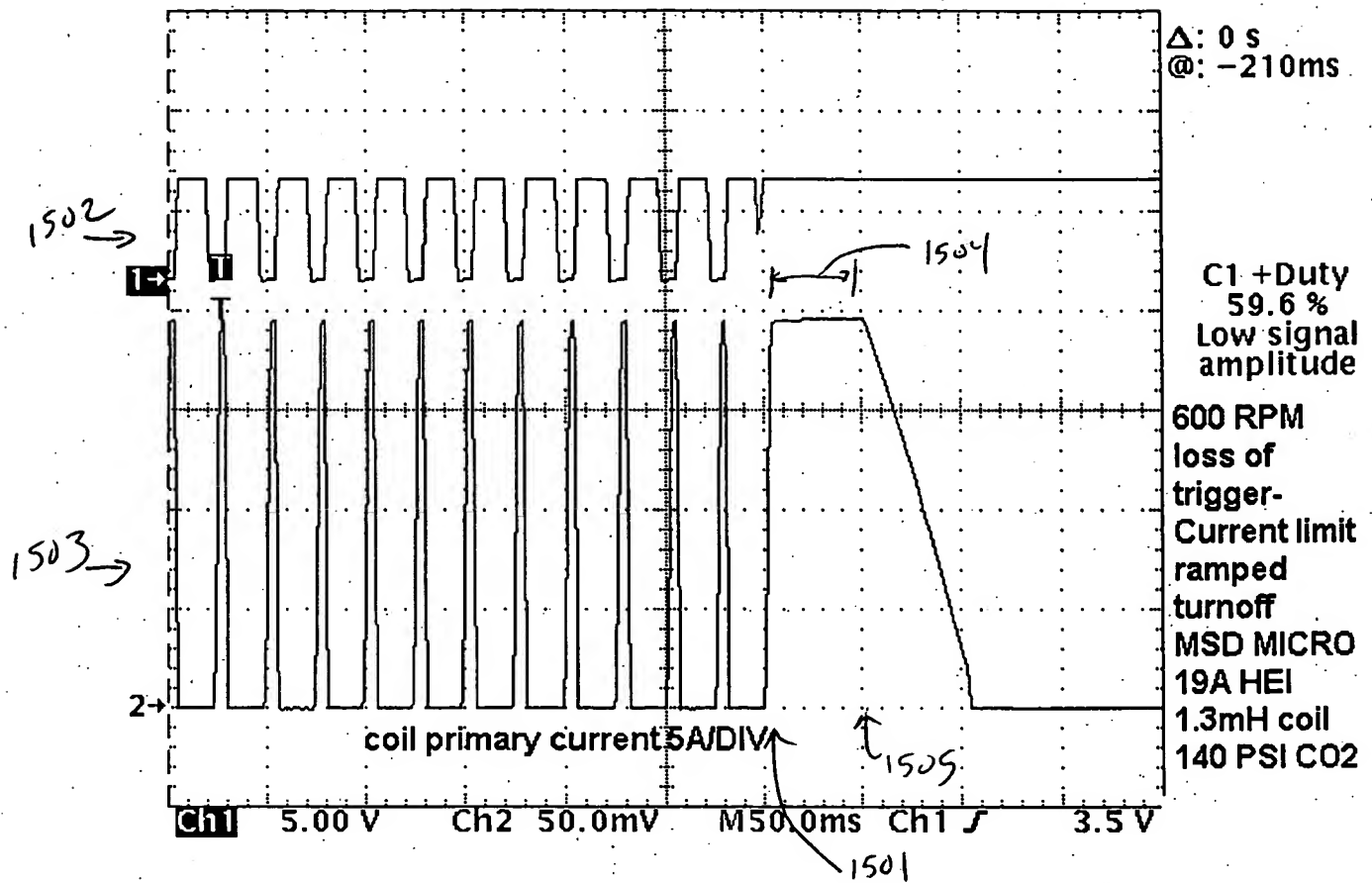
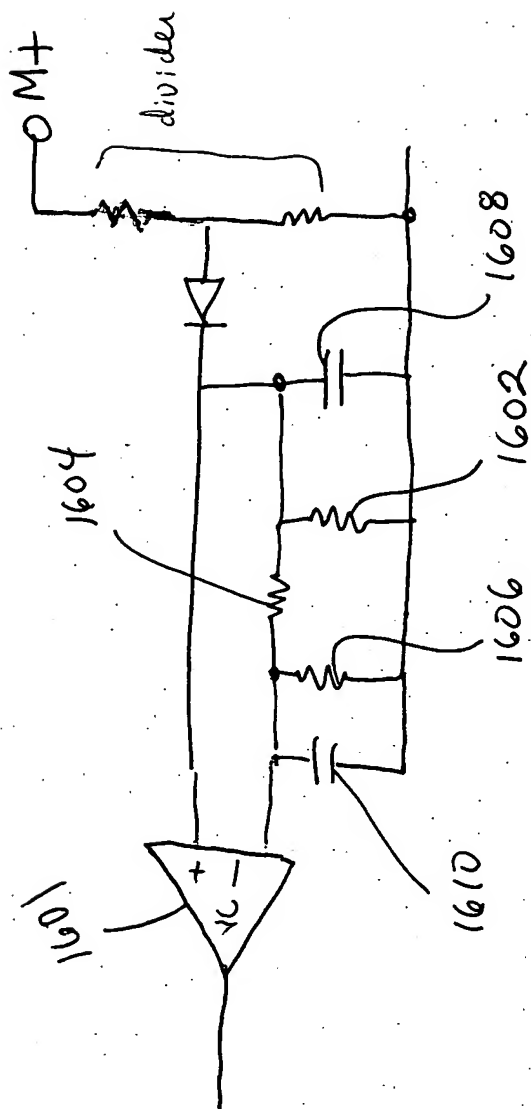


FIG.15



FIG. 16

1600



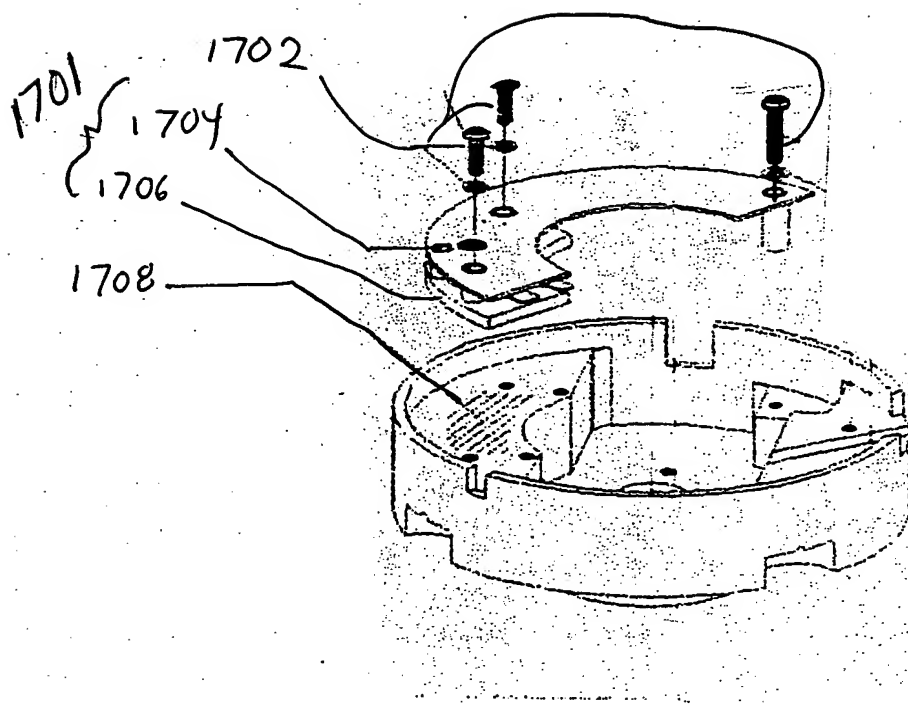
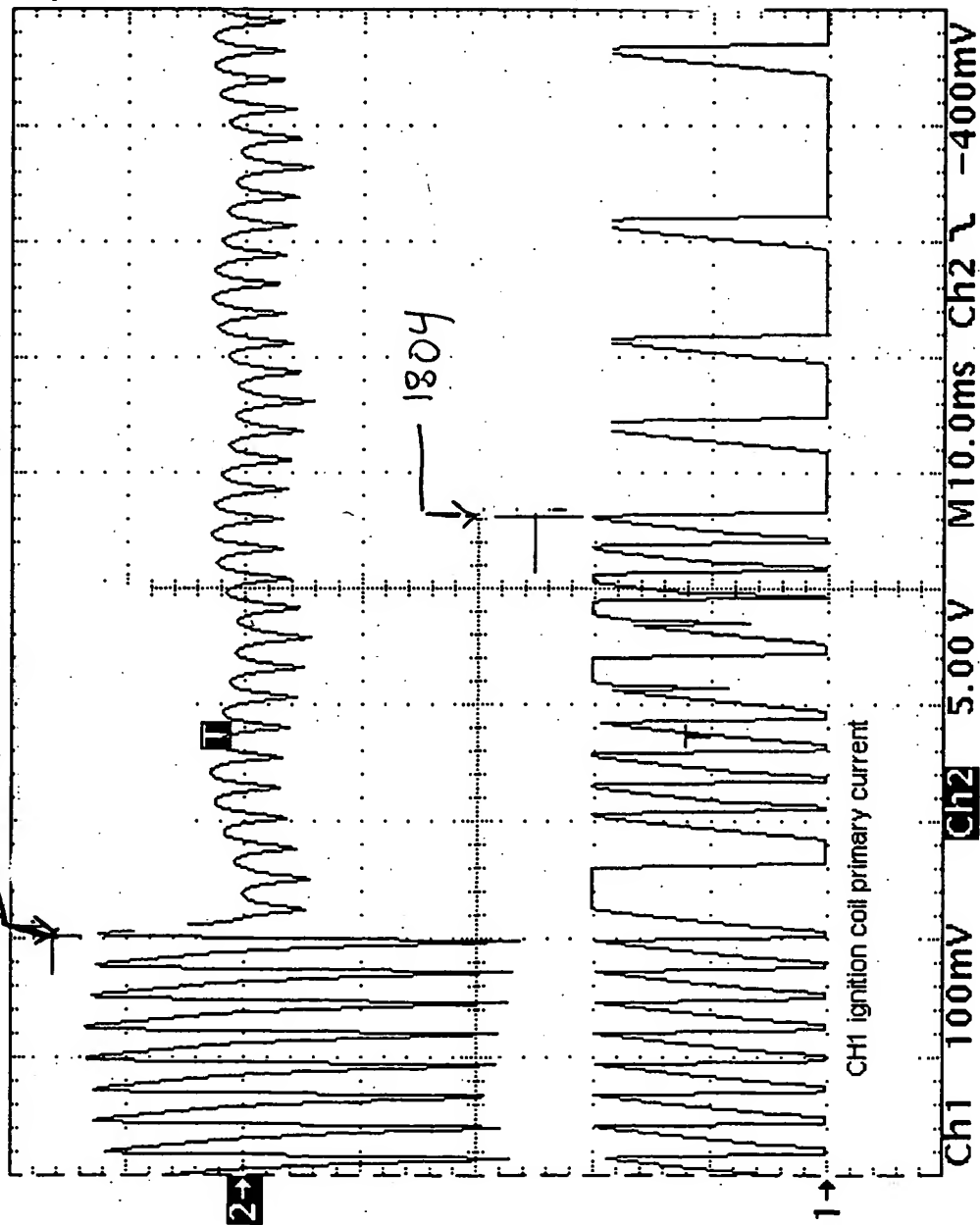


FIG. 17

Tek Stop: 5.00kS/s  
1802 [ 27 Acqs ]



$\Delta$ : 400 $\mu$ s  
@: -99.6ms

C2 High  
7.0 V

FIG. 18

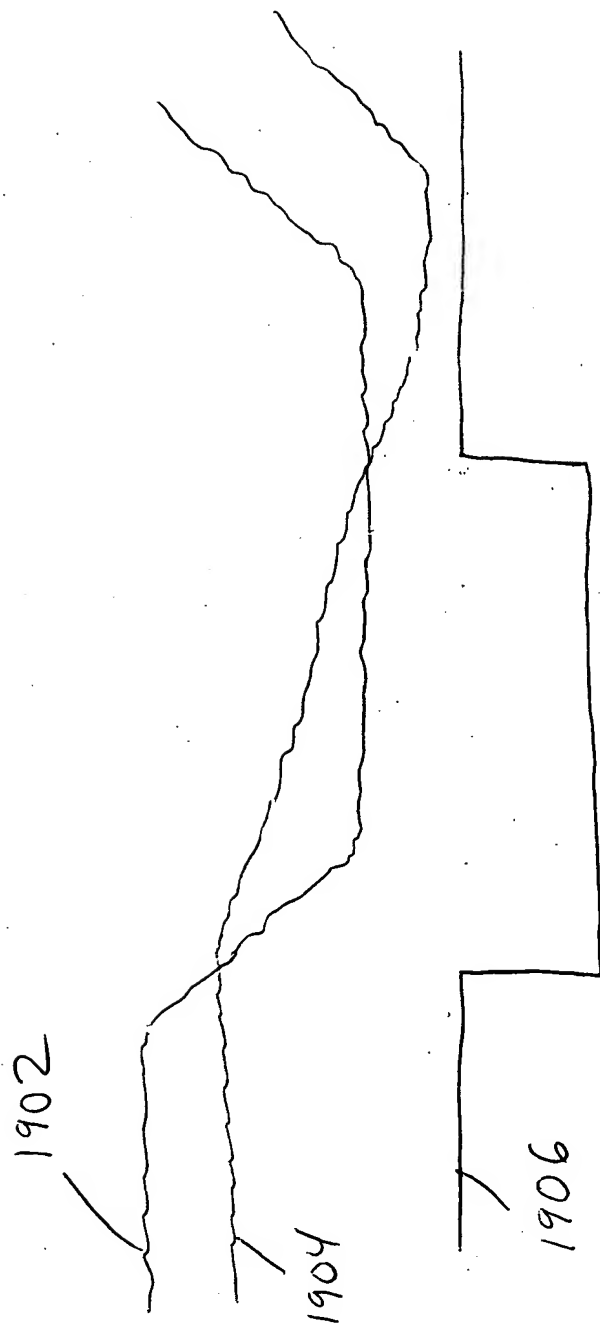
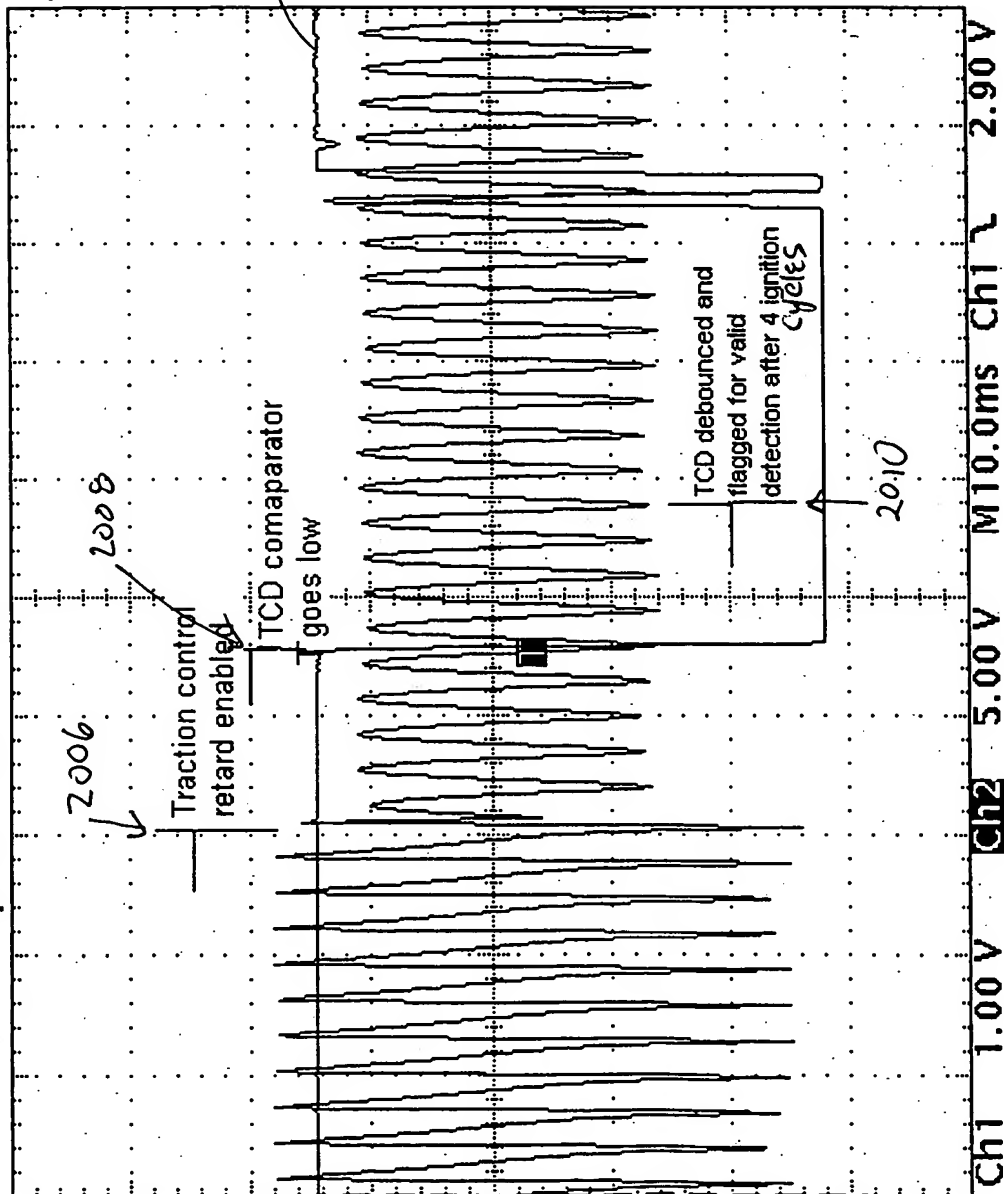


FIG. 19

Tek Stop: 5.00kS/s

133 Acqs



$\Delta: 400\mu s$   
@: -99.6ms

C2 High  
9.1 V

2004

2002

F16.20